

THE CHINA MAIL.

No. 9437. JULY 5, 1893.

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, AFRICA, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain
J. G. Gandy, carrying Her Majesty's
Mail, will be despatched from this for
BOMBAY, connecting at Borneo with
S.S. CARTHAGE, which Vessel takes on
her Cargo for LONDON, via SUEZ CANAL
leaving that port 23rd JULY, 1893, TO-
MORROW, the 6th July, at Noon, taking
Passengers and Cargo for the above Ports.
Bill and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed to Bombay.

Partols will be received at this Office
until 5 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 5, 1893. 1112

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

HEADQUARTERS SAILING FROM HONGKONG.
(via Nagasaki, Kobe, Inland Sea, —
Yokohama and Honolulu).
via New York (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).
via Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).
THURSDAY, July 6.
WEDNESDAY, July 12.
THURSDAY, July 27.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be des-
patched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, TO-
MORROW, the 6th July, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States, or
Canada. Rates may be obtained on applica-
tion.

First Class Passengers have full choice of
any of the Overland Routes, including
CENTRAL PACIFIC, SOUTHERN
PACIFIC, UNION PACIFIC, NORTH-
ERN PACIFIC, and DENVER and RIO
GRANDE RAILWAYS. They can also
travel over the CANADIAN PACIFIC
RAILWAY, on payment of \$10 in addition
to the regular tariff rate.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japanese
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Darien, and to ports in Mexico,
Central and South America, by the Com-
pany's connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany. Cargo
destined to points beyond San Francisco in
the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central,
J. S. VAN BUREN,
Agent.

Hongkong, July 5, 1893. 1082

For Sale.

FOR SALE.

CHINESE SCHOOL BOOKS:
SAM-TS-Z-KING,
TS-INTS-Z-MAN,
LITERALLY TRANSLATED AND EXPLAINED
BY
DR. E. J. BETTEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

MAIL PROGRAMMES
FOR SALE,
IN NEW SHADERS AND PATTERNS.

CHINA MAIL OFFICE,
5, WYNDHAM STREET.

Intimations.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, AFRICA, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

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Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 5, 1893. 1112

To-day's Advertisements.

LADIES' RECREATION CLUB.

BY kind permission of COLONEL RAVEN-
HILL and Officers, the BAND of the
Shropshire Light Infantry will play at
the LADIES' RECREATION CLUB TO-MOR-
ROW AFTERNOON, at Five o'clock.

Weather permitting.

Hongkong, July 5, 1893. 1184

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of the YANGTSEZEE INSUR-
ANCE ASSOCIATION, LIMITED,
and REDUCED;

AND
In the Matter of the Companies' Ordinances
1877 and 1886.

NOTICE is hereby given that a PETI-
TION presented to the CHIEF JUSTICE of
the Supreme Court of Hongkong, on the
30th of May, 1892, for Confirming Resolu-
tions for REDUCING the CAPITAL OF the
ASSOCIATION by repaying to the Share-
holders £40 in respect of each Share of £100
in the FUND, the sum of £100,000, is to be
called in due time to be heard before His
Honour Mr. Justice FIELDING CLARKE, on
THURSDAY, the 13th day of July, 1893.

Dated the 4th July, 1893.

VICTOR H. DEACON,
1180
Solicitor for the Association.

PUBLIC AUCTION

OF
A VALUABLE LEASEHOLD
PROPERTY,
Situete at Victoria, Hongkong.

TO BE SOLD
ON

SATURDAY,
the 15th July, 1893, at 3 o'clock p.m., at
the Premises,—

being ALL THAT Piece of GROUND,
situate on the North side thereof on an
Island Lot No. 279, and measuring
thereon 39 feet 3 inches by 100 feet 6
inches, or thereabouts, on the South side thereof on a PUBLIC ROAD, and measuring
thereon 64 feet or thereabouts, and on
the West side thereof on another portion
of ISLAND Lot No. 280, and measuring
thereon 64 feet or thereabouts, and re-
gistered in the LAND OFFICE as SECTION
A of ISLAND LOT No. 280, together
with the MESSAGEES thereon, known
as Nos. 29, 31, 33 and 35, TATE LANE.

For further Particulars and Conditions
of Sale, apply to

VICTOR H. DEACON,
Solicitor;

or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.

Hongkong, July 4, 1893. 1181

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following VESSELS, during
their stay in Hongkong Harbour:

GEORGIA, American barque, Capt. F.
Kasten—Master.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, July 4, 1893. 449

To Let.

TO LET.

AT THE PEAK.

TO LET.

WATER.

SHROUND AND FIRST FLOORS, NO. 6, SHREWD STREET,

NO. 10, OLD BAILY.

NO. 14, KNUTSFORD TERRACE, Kowloon, and NO. 9, CHANCERY LANE.

Apply to

A. DENISON, Bank Building.

Hongkong, June 14, 1893. 1063

TO LET.

AT THE PEAK.

TO LET.

WATER.

SHROUND AND FIRST FLOORS, NO. 6, SHREWD STREET,

NO. 10, OLD BAILY.

NO. 14, KNUTSFORD TERRACE, Kowloon, and NO. 9, CHANCERY LANE.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, March 1, 1893. 390

TO LET.

AT THE PEAK.

TO LET.

WATER.

SHROUND AND FIRST FLOORS, NO. 6, SHREWD STREET,

NO. 10, OLD BAILY.

NO. 14, KNUTSFORD TERRACE, Kowloon, and NO. 9, CHANCERY LANE.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, May 31, 1893. 979

TO LET.

AT THE PEAK.

TO LET.

WATER.

SHROUND AND FIRST FLOORS, NO. 6, SHREWD STREET,

NO. 10, OLD BAILY.

NO. 14, KNUTSFORD TERRACE, Kowloon, and NO. 9, CHANCERY LANE.

Apply to

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Hongkong, May 31, 1893. 979

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Hongkong, May 31, 1893

THE CHINA MAIL

No. 9487. JULY 5, 1898.

THE LEGISLATIVE COUNCIL.

THE ROYAL MARRIAGE.

K. A. C. Hahn, who is charged with perjury, was again brought before Mr. H. E. Wodehouse this morning at the Magistracy, to be prosecuted on behalf of Capt. Wright, and Mr. Denys defending the accused. The files in bankruptcy were produced and put in evidence. Mr. C. F. A. Städiger, who took the notes in the Bankruptcy Court of Mr. Hahn's evidence, stated in answer to Mr. Denys that the notes did not form a verbatim report of all Mr. Hahn said. The case was adjourned.

A MOBILIZATION of the section of the troops having charge of the defense of Stonecutters' Island took place on Monday night. Upon a signal gun being fired, the troops commenced their preparations, embarked under the command of Lieut. Nicholson, R.A., and upon landing at the Island each man proceeded to his fighting station. Several officers, in steam launches, afterwards sailed out to attempt to effect a landing, but the electric search light was worked so effectively that these attempts were frustrated. No manœuvres were carried out last night, but this morning the whole of the troops forming the Garrison, with the exception of the detachment of the Shropshire Light Infantry encamped at Kowloon, were mobilized. About five o'clock, the troops were massed at the Happy Valley prepared to march to their respective posts to repel an imaginary enemy. The men were all in motion, and had nearly reached the Happy Valley before the rain began to fall. Some manœuvres were carried out. The men were well drenched before the order was given to return to barracks, which were reached between nine and ten o'clock. These mobilizations, which have been singularly unfortunate so far as weather is concerned, are held mainly for the purpose of testing the mobility of the troops. Each member of the Garrison has a place allotted to him; the mobilizations are held to train the men in taking up their positions in case of emergency.

A note by Mr. McDonald, Officiating Accountant General, Public Works Department, upon Capital and Revenue Finance account of Indian Railways for 1891-92 is published. It fully confirms the view that railway profits are absorbed to an extraordinary extent by interest and annuities having to be paid in sterling. The loss by exchange in the course of the year dealt with, was twenty and a half millions of rupees.

The tea statistics of India, Ceylon, and China, up to the end of May, compiled by Messrs. Watson, Shipton & Co., show that the deliveries in London during the month were 9,300,000 lbs., 5,000,000 lbs., 4,800,000 lbs., respectively, and the stocks on hand 30,000,000 lbs., 17,000,000 lbs., and 16,100,000 lbs., the fluctuations compared with last season being unimportant. The shipments from India to London amounted to 2,234,000 lbs., and those to Australia and New Zealand to 54,728 lbs., a decrease of 20,000 lbs., compared with the same date last year. The total exports from China, for season 1892-93, to all countries, show a falling off of 10,000,000 lbs., the only increase being that to America, of 3,000,000 lbs.

The Singapore Free Press of the 28th ult. says:—The homeward bound P. & O. mail steamer *Robilia*, which came in from Hongkong last evening, encountered a very heavy monsoon on the way down. During the first 12 hours after leaving Hongkong fine weather was experienced, but when about 150 miles south of Hongkong the *Robilia* picked up very bad weather, a strong S.E. to S.W. monsoon,伴着 with very heavy rain squalls, until well into the 13th degree of latitude. Arriving at 7.30 last evening the *Robilia* dropped anchor in the Roads, going to the wharf at daylight this morning. Amongst the passengers on board was the London Lyric Co. from Hongkong, and considerable disappointment was caused in Singapore last evening by their somewhat tardy arrival, the Company having advertised to give a performance of 'Nimbo' in the Town Hall. A large number of ladies and gentlemen in evening costume turned up at the Town Hall, despite the fact that the entertainment had been circumscribed, as far as possible, but the management intended to make amends for this by giving the performance this evening, all tickets issued up to the present being advanced one day in date.

LOSS OF THE S.S. DON JUAN.

OVER TWO HUNDRED LIVES LOST.

Telegraphic advice received here to-day state that the well-known Spanish steamer *Don Juan* has been lost by fire. The vessel left Hongkong on Thursday, 20th June, for Amoy and Manila. At Amoy a large number of Chinese passengers embarked for Manila, and out of some 250 people who were on board only 23 have been saved. The cargo has been totally destroyed. There are no further details of the sad disaster. It is stated that the steamer had 2,000 cases of kerosene on deck. The *Don Juan* was a vessel of 645 tons and was commanded by Capt. Beltran. Her officers and crew numbered about forty.

It was stated the other day that Mr. Gladstone was the oldest Prime Minister England ever had. But this is not so. He has been one who was seven years older than he; he has certainly got to go back a few centuries to find him. John Morton, Cardinal Archbishop of Canterbury, and Lord Chancellor of England, was at the age of 90, and for the 13 years preceding that age, the Prime Minister of Henry VII. Lord Campbell, who was no mean authority, says he was even more than Prime Minister, and compares him to Cardinal Richelieu, the greatest statesman of the old French monarchy. The work of Cardinal Morton was no easy task, and for his seat in commanding Henry's fiscal exactions he was never popular with the people, but it is strange that the Gladstones were so popular with him altogether. Indeed, at the recent meeting at the Foreign Office, Mr. Gladstone went himself a step beyond being the oldest Prime Minister, perhaps, may not be in the recollection of any of you, said he, "that Lord Macaulay, with his bird's eye view of history, was fond of observing that no man could be said to have been born to command the House of Commons—and it was true, when he stated it—69 years ago." By this remark "and it was true when he stated it" Mr. Gladstone of course endorses and confirms the statement.

THE LEGISLATIVE COUNCIL.

THE ROYAL MARRIAGE.

A special meeting of the Legislative Council was held this morning. H. E. the Governor presided, and there were present: Hon. G. T. M. O'Brien, Colonial Secretary; Hon. W. M. Goodman, Attorney General; Hon. F. A. Cooper, Director of Public Works; Hon. N. G. Mitchell Lanes, Colonial Treasurer; Hon. R. M. Raasay, Harbour Master; Hon. C. P. Chater, Hon. J. J. Keswick, Hon. Dr. Ho Kai, Hon. H. Whitehead, Hon. E. R. Bellairs, and Mr. Arshad Seth, Clerk of Councils. Absent: Hon. A. M. Thomson, Acting Registrar General.

His Worship—Gentlemen, it may be rather inconvenient to some of you to attend here this morning, but I will not detain you very long, and I am quite sure you will not grudge the few minutes you remain here when I tell you, as you already know—that the object of this special meeting is to consider the propriety of sending some congratulatory message to Her Majesty the Queen and the Royal Family with reference to the approaching marriage of the Duke of York and the Princess Victoria of York.

His Worship—The object of these inquiries is not to protect Fire Insurance Companies, but to find out, if possible, the origin of the fire.

Mr. Gedge—And to protect the Fire Insurance Companies from fraud. The section of the Ordinance says, "It shall be lawful for any Inspector of Police, or for any interested person present at the Magistracy, to examine the witness, and to cause such persons to be examined as may give due and proper information touching such case of fire." The Fire Insurance Company, I submit, is the most interested party, and it is in the Magistracy to exercise reasonable and judicious discretion in allowing examination or cross-examination.

His Worship—I have given you an opportunity of examining witness, and I have asked you if you had any questions to suggest or witnesses to bring forward.

Mr. Gedge—Till 12 o'clock, I will adjourn till Friday, at 2.30, so that in case I should decide in your favour we can go on with the inquiry.

Here this man comes to you with the tale that he was wakened out of his sleep in the middle of the night and seeing the fire round about he rushed outside. He must have formed some opinion as to how the fire originated. It is a suspicious story altogether. In the last case to which I have alluded, the man stated that the fire came through the ceiling, but in cross-examination he admitted that he had a lamp on his bed and that the lamp was the cause. Of course, I do not say the facts are the same in this case, but I would suggest—and I submit with all respect—that in this case the fullest inquiry should be had.

Worship—The inquiry to-day has been of the fullest possible nature.

Mr. Gedge—I submit not.

His Worship—You have had full opportunity of putting questions.

Mr. Gedge—Not to cross-examine.

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HONGKONG MERCHANTS AND THE INDIAN CURRENCY QUESTION.

The enclosed letter has been sent to H.E. the Viceroy of India by Messrs. David Sason, Sons & Co., on behalf of the Hongkong Merchants engaged in the Indian trade:—

Hongkong, 3rd July, 1893.

His Excellency the Marquis of Lansdowne, G.M.S.I., G.C.M.G., G.M.I.C., Vice-roy of India.

My Lord Marquis,

On the 26th June we had the honour of sending the following telegram to Your Excellency:—

All Merchants engaged in Indian trade stop calculated to injure Indian trade with China. At present it is impossible to get remittances to India, banks fearing closing. Thus, a protected rupee and unprotected Indian business at a standstill in the meantime.

On the 29th inst. we received the following reply:—

Yeravoor desires me to acknowledge your telegram twenty-sixth. You are no doubt by this time fully aware of the action taken by the Government of India.

Finance.

Before the receipt of your telegram it was publicly announced that India in India were closed to the free coinage of silver. This news was received with consternation by all those engaged in the Indian trade in this Colony.

The immediate effect was a fall in the value of India, both with India and China from the minimum, to which the rate could then go, namely 2200 rupees for 100 dollars, or 135 rupees for 100 dollars; further, even at so high a rate as 2200 rupees, without any stability; the rate subsequently fell to 176 rupees for \$100, and now closed at 155.

The trade between India and China has been a constantly expanding one, and if left unfeasted by the financial measure recently decided upon, would increase with even greater rapidity in the future than it has done in the past.

Your Excellency's positioners hope that the influence of the Indian Government will be given towards supporting silver as far as may be practicable; they are of opinion that with artificially protected rupee, the trade of India will decrease as steadily as it has increased in recent years; they look with apprehension to the future, and earnestly request that your Excellency's positioners hope that the influence of the Indian Government will be given towards supporting silver as far as may be practicable; they are of opinion that with artificially protected rupee, the trade of India will decrease as steadily as it has increased in recent years; they look with apprehension to the future, and earnestly request that your Excellency's positioners hope that the influence of the Indian Government will be given towards supporting silver as far as may be practicable; they are of opinion that with artificially protected rupee, the trade of India will decrease as steadily as it has increased in recent years; 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THE CHINA MAIL.

No. 9487. — JULY 5, 1893.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

TACOMA Tuesday July 18.
Mogul Tuesday August 8.
Victoria Tuesday August 29.
Tacoma Thursday Sept. 28.
Mogul Thursday Oct. 18.

THE Steamship *TACOMA*, Captain J. Hill, sailing at Noon on TUESDAY, the 18th July, will proceed to VICTORIA, B.C., and TACOMA, and SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Agents of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, June 17, 1893. 1030

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING GROSS AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe (via Nagasaki) THURSDAY, July 20, at daylight.
Vokohama and (Honolulu) THURSDAY, Aug. 17.
Beppu (via Nagasaki) THURSDAY, Aug. 17.
Oceans (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Sept. 3.
Sea, Yokohama and (Honolulu) ...

THE Steamship *GAELO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 20th July, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to "Vessel full"; and will be received at the Company's Office until 5 p.m. the day previous to sailing.

Complaints, etc., to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, June 27, 1893. 1135

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS OF THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 24th day of July, 1893, at 3 p.m., the Company's S.S. *BRUNSWICK*, Captain D. KORNENBECK, with MAILED, PASSENGERS, SPOOLS, and CARGO, will leave the port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Saturday, the 23rd Instant. Cargo and Spools will be received on board until Noon on Monday, the 24th Instant, and Parcels will be received at the Agency's Office, until Noon on Sunday, the 23rd Instant. Contents of Packages are required. No Parcel Receipt will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, July 5, 1893. 1168

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 12th July, 1893, at Noon, the Company's S.S. *SYDNEY*, Commandant DELACROIX, with MAILED, PASSENGERS, SPOOLS, and CARGO, will leave this Port for the above places.

Cargo and Spools will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Spools and Parcels until 3 p.m. on the 11th July, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Weights and values of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPAGNAU,
Agent.

Hongkong, June 28, 1893. 1143

Intimations.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals.

Its export is increasing yearly, and the opinion expressed by several of the largest regular consumers are in testimony of the excellent qualities of this Coal.

Attention is called to the following ADVANTAGES to Shipowners and Captains, who can their bunkers direct from the Undersigned:

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

MITTSU BUSSAN KAISHA,
Sole Agents.

Hongkong, October 1, 1892. 1714

PRIVATE BOARD AND RESIDENCE, "GLENEALY BUILDINGS," (Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS AND VISITORS also Accommodation for TABLE BOARDERS. Hongkong, July 4, 1892. 1694

1893.

CALDBECK, MACGREGOR & CO., Wine and Spirit Merchants, 13, Queen's Road, Hongkong, August 18, 1891. 1612

1893.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C., TWIN SCREW STEAMERS—10,000 HORSE POWER.)

1893.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN 8,000 Tons. WEDNESDAY, 26th July.

EMPERESS OF CHINA 6,000 do. WEDNESDAY, 16th August.

EMPERESS OF INDIA 6,000 do. WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be made from Hongkong to Kobe and back, occupying 13 to 16 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and the only line offering Sleepers Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

Intimations.

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmith.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VEGELANDER'S UNEVENED BINOCULARS AND TELESCOPES, RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALY & IMPERIAL CHARTS, NAUTICAL BOOKS.

English Silver Plate, Enamelled Plate Ware, China, & Co. English Plate Ware, GOLD & SILVER JEWELLERY in great variety.

D I A M O N D S

— AND —

DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

1893.

TRADE MARK

CALDBECK, MACGREGOR & CO.,

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